Ground Icing Checklist
PROTECTED

Contamination Check

Wings (top/bottom) tactile inspection ..... clear
Landing gear ..... clear
Horizontal stabilizer (top/bottom) tactile inspection ..... clear
Elevator/rudder control surfaces and gaps ..... clear
Aileron/flap/slats and gaps ..... clear
Engine/APU inlets ..... clear
Static ports/pitot tubes/sensors ..... clear
Fuselage ..... clear

Anticipating In-Flight Icing

Departure/En route/Destination
SLD observed/expected ..... none
Icing observed/expected ..... none/acceptable
Assured exit strategy ..... planned

IF in-flight icing conditions are acceptable over entire route, continue. If not delay departure.

Ground Icing

IF freezing precipitation or active frost, check if anti-ice is possible
1. Rotation speed ≥ 100 knots & Type I, II, III or IV fluids available OR
   Rotation speed < 100 knots & Type I or III fluids available
2. Available fluid will protect aircraft during time needed for ground ops. See HOT tables. Continue with de/anti-icing procedure as required.

Before De/Anti-icing

IF de/anti-icing fluid will be used:
Type I freezing point (refractometer reading) _____.
Type II, III, IV glycol Mixture _____/____
NOTE: Fluid should not be used for:
1) Moderate to heavy freezing rain
2) Heavy Snow
3) Ice Pellets
Aircraft positioned into wind (if possible)
Engine/APU ..... off/as required by AFM
No spray zones ..... briefed
Use hot air/brushes on engine/APU inlets/sensors

Ground Icing Checklist
PROTECTED

Communication with ground crew ..... assured
Responsibility for post-application inspection ..... stated
(NOTE: aircraft with high tails may need to rely on the de-icing service provider to compete tactile inspection)

After De-icing Inspection

Wings (top/bottom) tactile inspection ..... clear
Landing gear ..... clear
Horizontal stabilizer (top/bottom) tactile inspection ..... clear
Elevator/rudder gaps ..... clear
Aileron/flap/slats gaps ..... clear
Static ports/AOA vanes/pitot tubes/sensors ..... clear
Fuselage ..... clear

Continue with anti-icing if freezing precipitation or active frost

Before Anti-Icing

Communication with ground crew ..... assured
Responsibility for post-application inspection ..... stated

Final application start time _____

After Anti-icing Inspection

Wings (top/bottom) tactile inspection ..... clear
Horizontal stabilizer (top/bottom) tactile inspection ..... clear
Flight Control gaps ..... clear
Static ports/AOA vanes/pitot tubes/sensors ..... clear

Pre-Takeoff Check

Immediately prior departure, verify that aircraft is still clean. Use extreme caution if the HOT has expired.

Wings ..... Visual/tactile inspection

IF unsure or aircraft is contaminated, return for de-icing/anti-icing

Ground Icing Checklist
UNPROTECTED

Contamination Check

Wings (top/bottom) tactile inspection ..... clear
Landing gear ..... clear
Horizontal stabilizer (top/bottom) tactile inspection ..... clear
Elevator/rudder control surfaces and gaps ..... clear
Aileron/flap/slats and gaps ..... clear
Engine/APU inlets ..... clear
Static ports/pitot tubes/sensors ..... clear
Fuselage ..... clear

Anticipated In Flight Icing

Departure/En route/Destination
Icing observed/expected .....none

IF in-flight icing is expected anywhere along the planned route, delay departure.

Ground Icing

Freezing precipitation.....none
IF there is freezing precipitation on the ground, delay departure.

IF active frost is present, check if anti-ice is possible
1. Rotation speed ≥ 100 knots & Type I, II, III or IV fluids available OR
   Rotation speed < 100 knots & Type I or III fluids available
2. Available fluid will protect aircraft during time needed for ground ops. For active frost, professionally applied Type I will normally protect 45 minutes. If applied with a handheld sprayer, this time is likely to be reduced.

Continue with de-icing procedure

Ground Icing Checklist
UNPROTECTED

Before De/Anti-icing

IF de-icing fluid will be used:
Aircraft positioned into wind (if possible)
No spray zones .....briefed
Use hot air/brushes on engine/APU inlets/sensors
Communication with ground crew ..... assured
Responsibility for post-application inspection ..... stated

After De-icing Inspection

Wings (top/bottom) tactile inspection .....clear
Landing gear .....clear
Horizontal stabilizer (top/bottom) tactile inspection.....clear
Flight Control gaps.....clear
Static ports/pitot tubes/sensors.....clear
Fuselage .....clear

Continue with anti-icing if active frost present

Before Anti-Icing (Active Frost only)

Communication with ground crew.....assured
Responsibility for post-application inspection .....stated

Final application start time _____

After Anti-icing Inspection

Wings (top/bottom) tactile inspection .....clear
Horizontal stabilizer (top/bottom) tactile inspection.....clear
Flight control gaps.....clear
Static ports/pitot tubes/sensors.....clear

Pre-Takeoff Check

Immediately prior to departure, verify that aircraft is still clean:

Wings ..... Visual/tactile inspection

IF unsure or aircraft is contaminated, return for de-icing/anti-icing